

Supervisor **John Pedrozo, Chair**, Merced County  
 Councilmember **Steve Cohn, Vice Chair**, City of Sacramento  
 Supervisor **Henry Perea, Vice Chair**, Fresno County  
 Supervisor **Vito Chiesa**, Stanislaus County  
 Supervisor **Scott Haggerty**, Alameda County  
 Supervisor **Allen Ishida**, Tulare County  
 Councilmember **Bob Johnson**, City of Lodi  
 Councilmember **Don Tatzin**, City of Lafayette  
 Supervisor **Doug Verboon**, Kings County  
 Supervisor **Tom Wheeler**, Madera County



c/o San Joaquin Regional Rail Commission  
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## San Joaquin Joint Powers Authority

### AGENDA

May 24, 2013 – 1:30 PM

Historic Sacramento City Hall  
 Council Chambers  
 915 I Street  
 Sacramento, CA 95814

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*All proceedings before the Authority are conducted in English. Any writings or documents provided to a majority of the Authority regarding any item on this agenda will be made available for public inspection at the offices of the San Joaquin Regional Rail Commission located at 949 E. Channel Street, Stockton, California, 95202 during normal business hours or by calling (209) 944-6220. The Agenda and meeting materials are also available on the San Joaquin Regional Rail Commission Website: <http://www.acerail.com/Home/AboutUs/SJPA.aspx>,*

- |     |   |               |                       |
|-----|---|---------------|-----------------------|
| 1   | <b>Call to Order, Pledge of Allegiance, Roll Call</b>   | Chair Pedrozo |                       |
| 2   | <b>Swearing in of New SJPA Board Members and Alternates</b>   |               |                       |
| 3   | <b>Public Comments</b>  |               |                       |
|     | Persons wishing to address the Authority on any item of interest to the public regarding SJPA and the San Joaquin Rail Service shall state their names and addresses and make their presentation. Please limit presentations to three minutes. The Authority cannot take action on matters not on the agenda unless the action is authorized by Section 54954.2 of the Government Code. |               |                       |
| 4   | <b>Consent Calendar</b>   | Chair Pedrozo |                       |
| 4.1 | Approve Minutes from March 22, 2013 Board Meeting   |               | <b>ACTION</b> 3       |
| 4.2 | SJPA Board Roster   |               | <b>INFORMATION</b> 15 |
| 4.3 | SJPA Frequently Asked Questions (FAQs)  |               | <b>INFORMATION</b> 17 |
| 4.4 | Approve Next SJPA Board Meeting Location and Time   |               | <b>ACTION</b> 23      |
| 4.5 | Update on Grant Applications  |               | <b>INFORMATION</b> 24 |
| 4.6 | Support CA Intercity Passenger Rail Program Related Applications for the Federal Tiger V Funding Program  |               | <b>ACTION</b> 25      |

5	<b>Amtrak Presentation</b>	Alex Khalfin	<b>INFORMATION</b>	26
6	<b>Approve SJJPA Managing Agency Process and Criteria</b>	Andrew Chesley	<b>ACTION</b>	27
7	<b>San Joaquin Rolling Stock Presentation</b>	Brian Schmidt	<b>ACTION</b>	35
8	<b>CHSRA January 2014 Business Plan Background Information Relating to San Joaquin Service</b>	Dan Leavitt	<b>ACTION</b>	43
9	<b>SJJPA Community Field Work Program</b>	Thomas Reeves	<b>ACTION</b>	45
10	<b>Summary of April 10 and 11 Intercity Passenger Rail Lobby Days in Sacramento</b>	Stacey Mortensen	<b>INFORMATION</b>	46
11	<b>Board Member Comments</b>	Chair Pedrozo		
12	<b>Administrative Matters or Announcements</b>	Stacey Mortensen		
13	<b>Adjournment</b>	Chair Pedrozo		

# SAN JOAQUIN JOINT POWERS AUTHORITY

May 24, 2013

## STAFF REPORT

Item 4.1

**ACTION**

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### **March 22, 2013 SJJPA Board Meeting Minutes**

The first regular meeting of the San Joaquin Joint Powers Authority (SJJPA) was held at 1:30 pm, March 22, 2013 at the Merced Civic Center Board Room, 678 W. 18<sup>th</sup> Street, Merced CA 95340.

#### **1. Call to Order, Pledge of Allegiance**

Stacey Mortensen, Executive Director of the San Joaquin Regional Rail Commission, called the meeting to order at 1:30 and administered the roll call as interim Secretary to the Authority.

Board Members Present: Blalock (for Haggerty), Tatzin, Perea, Wheeler, Walsh (for Pedrozo), Chiesa, Cohn, Johnson, and Ishida

Alternates in attendance: Burnside

Ms. Mortensen introduced City of Merced Mayor Stan Thurston to kick off the meeting and provide welcoming comments to the attendees. Mayor Thurston led the board members and audience in the Pledge of Allegiance.

#### **2. Swearing in of SJJPA Board Members**

To officially serve as Voting Board Members of the SJJPA, the members were required to take the Oath of Office at their first meeting. UC Merced Chancellor Dorothy Leland administered the Oath of Office to the Board Members and Alternates present.

Chancellor Leland made introductory remarks related to the support of UC Merced and the development of rail service and related industries within the Central Valley.

#### **3. Approve Resolution Adopting SJJPA Bylaws**

Ms. Mortensen explained that the Ad Hoc Staff Working Group developed proposed Bylaws to be adopted by the SJJPA to govern the proceedings of the SJJPA Board. Bylaws of the Capitol Corridor Joint Powers Authority, San Joaquin Regional Rail Commission, and the Los Angeles-San Diego-San Luis Obispo JPA were reviewed, and many elements were incorporated into the SJJPA Bylaws. Additionally, historical experience was offered by members of the Staff Working Group related to their respective JPA's. The SJJPA Bylaws include text from the SJJPA JEPA and AB 1779 (the enabling legislation for the SJJPA) and are consistent with both of these documents.

Member Walsh requested clarification that the Bylaws allowed SJJPA to have more than one Vice Chairperson. Member Perea inquired about the regional agency appointing process and wanted to confirm that members and alternates of the regional agency were eligible to be appointed to the SJJPA.

Member Blalock sought clarification on whether a Chair/Vice-Chair could serve for more than one year, if so elected by the members of the Board.

M/S/C adopting Resolution SJJPA 12/13 – 01 (Wheeler/Chiesa) to approve the SJJPA Bylaws, including the confirmation of at least 2 Vice-Chairs. Passed and Adopted by the San Joaquin Joint Powers Authority by the following vote to wit:

Ayes:	9
Noes:	0
Abstain:	0
Absent:	0

#### **4. Election of Officers**

Stacey Mortensen explained that SJJPA Joint Exercise of Powers Agreement (JEPA) states, “The Board shall elect a chairperson and at least one vice-chairperson from among its members. The term of office shall be one year. No member may serve more than two consecutive years as chairperson of the Board” (Section 5.8). She also noted that the SJJPA Bylaws state, “Nomination and election of a Chairperson and Vice-Chairperson shall be held at the first meeting of the Board and thereafter at the annual first meeting. The Chairperson and Vice-Chairperson shall each be a Board Member” (Section 2.1). She explained that nominations may be made from the floor by any Voting Board Member, the election of the Chairperson and Vice-Chairperson require an affirmative vote of a majority of the members of the Board, and the roles of the Chairperson and Vice-Chairperson are described in Article 2 of the SJJPA Bylaws.

Member Chiesa, nominated Member Pedrozo to be the first Chairperson of the SJJPA. He noted that Member Pedrozo had recently served as Chairperson of the San Joaquin Valley Rail Committee advising Caltrans, and had a long history with and a great knowledge of the San Joaquin Rail Service. Member Chiesa also noted the value of the institutional memory that longtime Merced County staff member Angelo Lamas could provide in support of Supervisor Pedrozo.

Member Walsh commented that he had talked with Member Pedrozo to confirm that he would be willing to serve as Chair.

M/S/C (Chiesa/Wheeler) to elect Supervisor John Pedrozo as Chair. Passed and Adopted by the San Joaquin Joint Powers Authority on March 22, 2013, by the following vote to wit:

Ayes: 9  
Noes: 0  
Abstain: 0  
Absent: 0

M/S/C (Wheeler/Chiesa) to elect Supervisor Henry Perea and Councilmember Steve Cohn as Vice-Chairs. Passed and Adopted by the San Joaquin Joint Powers Authority on March 22, 2013, by the following vote to wit:

Ayes: 9  
Noes: 0  
Abstain: 0  
Absent: 0

Member Blalock mentioned how the Capitol Corridor JPA rotates the Chair and Vice-Chair roles to ensure representation of the interests of the corridor.

**5. Recognition of AB 1779 Author and Co-Authors**

Mr. Thomas Reeves, San Joaquin Regional Rail Commission, recognized the legislators involved in AB 1779, the enabling legislation for the San Joaquin Joint Powers Authority. He introduced representatives from the offices of Senator Galgiani, Senator Padilla, Senator Wolk, Assemblymember Olsen, and Assemblymember Perea. Representatives spoke in support of the SJJPA effort and the improvement of rail service along the San Joaquin corridor.

**6. Recognition of Caltrans Division of Rail**

Member Chiesa asked Caltrans Deputy Director of Planning and Modal Programs, Kome Ajise to come to the podium for recognition. Member Chiesa noted that Caltrans Division of Rail had worked very hard to build the statewide intercity rail system into some of the most successful intercity passenger rail services in the nation. Member Chiesa noted that the SJJPA would not be possible without the longtime efforts of Caltrans Division of Rail. Mr. Ajise expressed his appreciation of the Caltrans advisory committee and the new SJJPA for highlighting and supporting passenger rail service in the state.

**7. Introduction of Ad Hoc Staff Working Group**

Ms. Mortensen explained that the “Ad Hoc Staff Working Group” was formed in early 2012 to pursue regional governance of the San Joaquin Rail Service. This working group was essential for developing AB 1779 (the enabling legislation for the SJJPA), and getting AB 1779 passed by the legislature and signed by the Governor. They also have been actively engaged in advocating for the San Joaquin Rail Service and the CA Intercity Passenger Rail Program, and providing input on planning processes that involved the San Joaquin Rail Service. Ms. Mortensen stated that this working group is acting as the staff for the SJJPA until the SJJPA selects and has an agreement with a Managing Agency. The Ad Hoc Staff Working Group includes staff representatives from

all the potential Member Agencies of the SJJPA, Ms. Mortensen had the members from each agency introduce themselves:

Sacramento Regional Transit:

- Mike Wiley, General Manager/CEO
- Jeff Damon, Principal Planner, Long Range Planning

San Joaquin Council of Governments:

- Andy Chesley, Executive Director

Stanislaus Council of Governments:

- Carlos Yamzon, Executive Director
- Rosa Park, Transportation and Programming Manager

Merced County Association of Governments:

- Marjie Kirn, Executive Director

Madera County Transportation Commission

- Patricia Taylor, Executive Director

Fresno Council of Governments:

- Tony Boren, Executive Director

Tulare County Association of Governments:

- Ted Smalley, Executive Director

Kings County Association of Governments:

- Terri King, Executive Director

Kern County Association of Governments:

- Bob Snoddy, Regional Planner III

Contra Costa Transportation Authority:

- Ross Chittenden, Deputy Executive Director

## **8. Public Comments**

Vice-Chair Perea welcomed public comments from audience members who had submitted speaker cards. The following is a list of speakers and a summary of their topics:

Supervisor Doug Verboon, Kings County, congratulated the Board and committed that he would still be supporting the San Joaquins and working through the issues that would allow Kings County to join the JPA in the near future.

Vice-Chair Tom Richards, CAHSRA spoke in support of the new JPA and the effort by the HSRA to improve all rail services in CA in partnership with the communities.

Carey Knecht, Climate Plan, a statewide coalition to promote land use and transportation concepts that are more socially equitable, environmentally sustainable and healthy, thanked the boardmembers for their service and related a story about a talking with a truck driver who promoted the Amtrak service as the way to travel in the Valley.

Elizabeth Jonasson, Coalition for Clean Air, a statewide advocacy organization to promote clean air goals and sustainable transportation, congratulated the board and

noted the benefits improved rail service could provide as an alternative to increasing highway travel.

Dee Dee D'Adamo, representing Congressman Jim Costa and the CA Air Resources Board thanked Senator Galgiani, the Board and staff for having the vision to unite the region around the San Joaquin service. She noted the economic importance of connecting the Valley cities and the Valley to its neighboring regions and relayed Congressman Costa's support. She also thanked the Valley MPO's for their collaborative work to address the SB 375 targets.

Commissioner Virginia Madueno, CA Commission on Boating and Waterways, commented on the historic moment of the JPA and noted the connection between the San Joaquin rail service and the travel and tourism industry. She noted much work needed to be done to spread the word about the great travel opportunities on the rail and network.

Rachael Audino, CA Partnership for the San Joaquin Valley, noted her agency had sent letters of support during the JPA legislative process and looked forward to supporting SJJPA in the future.

Josh Franco, Merced community member, congratulated the Board on the success of the JPA and urged the boardmembers and staff to support the "Make it in America" campaign and perhaps adopt a formal policy in the future. He described the "Make it America Challenge Grant" program.

Elliot Davis, student and UC Merced and the "I will Ride" student advocacy group, noted that the students are the ones who will utilize these transportation systems in the future and he pledged to support and ride the San Joaquins. Vice-Chair Perea complimented the UC students for being active in the community and doing great things.

Michael Barnbaum, RailPAC described his trip on the San Joaquins to attend the meeting and asked the Board if they would support the concept of prioritizing the closing of the rail service gap between Bakersfield and Los Angeles.

## **9. Consent Calendar**

- 9.1 Approve Resolution Adopting Minor Administrative Edits to SJJPA Joint Exercise of Powers Agreement
- 9.2 Approve Resolution Adopting the SJJPA Conflict of Interest Code
- 9.3 SJJPA Board Roster
- 9.4 Approve SJJPA Meeting Schedule for 2013
- 9.5 Approve Next SJJPA Board Meeting Location and Time

A member of the public did request for Item 9.4 to be removed and discussed and it was voted on separately.

M/S/C (Blalock/Chiesa) to approve Consent Calendar Items 9.1-9.3 and 9.5. Passed and Adopted by the San Joaquin Joint Powers Authority on March 22, 2013, by the following vote to wit:

Ayes: 9  
Noes: 0  
Abstain: 0  
Absent: 0

Vice-Chair Perea allowed public comment to discuss concerns with Item 9.4, "Approve SJJPA Board Meeting Schedule for 2013". Mr. Michael Barnbaum, noted that the recommended schedule had the next SJJPA board meeting on Friday May 24 which is the Friday before Memorial Day. Mr. Barnbaum suggested the SJJPA might want to select another date for that meeting. Boardmembers discussed the issue and noted that May 24<sup>th</sup> was an acceptable meeting date for their schedules.

M/S/C Cohn/Johnson) to approve Consent Calendar Item 9.4. Passed and Adopted by the San Joaquin Joint Powers Authority on March 22, 2013, by the following vote to wit:

Ayes: 9  
Noes: 0  
Abstain: 0  
Absent: 0

#### **10. Approve Letter Supporting CA Intercity Passenger Rail Program Funding**

Dan Leavitt, San Joaquin Regional Rail Commission, provided an overview of Section 209 of the Passenger Rail Investment and Improvement Act (PRIIA) of 2008 that requires that all Amtrak service on routes of 750 miles or less in length become the funding responsibility of the state. Mr. Leavitt noted that a portion of the Pacific Surfliner service operations is currently federally subsidized.

Mr. Leavitt reported that Caltrans has requested an additional \$25 million in the FY 13/14 State Budget to preserve and improve current levels of conventional intercity service in California. This would bring the total FY 13/14 cost of operating and maintaining California's Intercity Passenger Rail Program to \$115 million, including offsetting the loss of federal funds for the Pacific Surfliner. The Ad Hoc Staff Working Group for the SJJPA supports the Caltrans request for additional funding. Based upon California Transportation Commission (CTC) fund-estimates for the State Transportation Improvement Program (STIP), it appears that increased state Public Transportation Account (PTA) revenues are adequate to accommodate this increase in state funding for conventional intercity service. Any cost savings that could be achieved would be reinvested for additional service improvements in the three state-supported intercity rail services.

Mr. Leavitt noted that the San Joaquin Valley Regional Policy Council, Central Valley Rail Working Group, San Joaquin Regional Rail Commission, Sacramento Regional Transit, California Partnership for the San Joaquin Valley, and San Joaquin Valley Air



Pollution Control District have submitted similar letters of support for additional CA Intercity Passenger Rail Program funding to Governor Brown.

Member Blalock inquired about the impacts of not achieving the additional \$25M in the state budget. Mr. Leavitt noted it would have a ripple effect throughout the statewide intercity rail system and that all affected agencies are working hard to achieve the additional funding.

M/S/C (Ishida/Blalock) to approve Item 10. Passed and Adopted by the San Joaquin Joint Powers Authority on March 22, 2013, by the following vote to wit:

Ayes:	9
Noes:	0
Abstain:	0
Absent:	0

#### **11. Recommend Board Member Attendance for April 10, 11 Intercity Passenger Rail Lobby Days in Sacramento**

Mr. Leavitt explained that since the passing and signing of AB 1779, the San Joaquin Regional Rail Commission (SJRRRC) staff have been working with staff for the Capitol Corridor Joint Powers Authority, the Los Angeles-San Diego-San Luis Obispo Joint Powers Authority, the Coast Rail Coordinating Council, and a representative of the San Joaquin Valley Rail Committee to jointly advocate for the California Intercity Passenger Rail Program. Prior to the passing of AB 1779, the San Joaquin Valley Rail Committee was the sole representative for the San Joaquin Rail Service with this group of intercity passenger rail partners, so SJRRRC staff were invited to represent the interests of the emerging San Joaquin JPA.

Mr. Leavitt noted that SJRRRC staff participates in bi-weekly conference calls (which often include Caltrans Division of Rail and Amtrak staff) and participated in developing materials and talking points for several state and federal lobby days. SJRRRC staff participated in a December 19, 2012 lobby day in Sacramento and "California Intercity Rail Day" lobby days in Washington D.C. on March 11-12, 2013.

Mr. Leavitt reported the next lobby days for the California Intercity Rail Passenger Program were Wednesday April 10, 2013 and Thursday April 11, 2013 in Sacramento, and that these meetings were the key state lobby activity for this group and the time when Governing Board Member participation is most needed.

The itinerary will include meetings with members of the Legislature and their key staff, representatives from the Governor's Office, the CTC Director, Department of Finance staff, and the CEO of the California High-Speed Rail Authority. The focus of these meetings will be to highlight the importance of the California Intercity Passenger Rail Program to the state's transportation system, recent successes of the program, and the importance of and need for state operational and capital funding for the program. Mr. Leavitt said that with the loss of federal operating funding (for the Pacific Surfliner Service), this year's meetings are particularly important since additional state resources

will be needed to preserve the current levels of conventional intercity passenger service in California. April 10 will also include a meeting of the Chair/Vice Chair leadership from each of the Intercity Corridors.

Mr. Leavitt requested that the SJJPA Board assign up to four board members (or alternates) to participate in April 10, 2013 and April 11, 2013 “Lobby Days” in Sacramento to promote the California Intercity Passenger Rail Program/San Joaquin Intercity Rail Service, with a priority for attendance, if possible, by the Chairperson and Vice-Chair.

Members Cohn, Perea, and Chiesa, volunteered for both days. Member Blalock volunteered for April 10<sup>th</sup> and Member Johnson volunteered for April 11<sup>th</sup>. Members agreed to coordinate with staff to ensure adequate representation on both days, including Chair Pedrozo.

No formal action was taken.

## **12. Approve Comment Letter for Draft State Rail Plan**

Mr. Leavitt stated that this Draft State Rail Plan is particularly important to the SJJPA since AB 1779 requires that the Business Plan for the San Joaquin Joint Powers Authority be consistent with the latest State Rail Plan and the January 2014 California High-Speed Rail Business Plan. He noted that the Ad Hoc Staff Working Group was very active in trying to influence the content of the Draft State Rail Plan. The working group provided written input in November 2012, prior to the completion of the Administrative Draft, and commented on the Administrative Draft in January 2013. Representatives of the working group met with Caltrans on several occasions regarding their key issues.

Although the comment period for the Draft State Rail Plan has closed, the Ad Hoc Staff Working Group believe it is important for the SJJPA to submit a formal comment letter to Caltrans on the Draft State Rail Plan. Mr. Leavitt explained that the draft letter attached for approval by the SJJPA has the same comments as were submitted to Caltrans by the Ad Hoc Staff Working Group.

Mr. Leavitt highlighted that local and regional agencies throughout the San Joaquin Corridor strongly support continuing San Joaquin intercity passenger rail service along the entire existing San Joaquin alignment, and that the working with the SJJPA and local and regional partners, the state needs to investigate ways to have the San Joaquin service complement and act as a “feeder” service to the future “express” high-speed rail service. He also pointed out that the ridership forecasts presented in Chapter 10 of the Draft State Rail Plan should be changed to show continued San Joaquin service from Merced to Bakersfield (Table 10.1 shows “0” trains via the San Joaquin Route from Oakland to Bakersfield and from Sacramento to Bakersfield in 2025 and 2040). This is in conflict with the text for “Network and Service Characteristics” of the Draft State Rail Plan which states, “In the long term (after the initiation of electrified high-speed rail service in the San Joaquin Valley), San Joaquin trains will be operated along conventional lines down to Bakersfield” (Chapter 10, page 300). He said that the

working group believes Table 10.1 of the Draft State Rail Plan gives the wrong impression that the state (Caltrans/CHSRA) believes the San Joaquin Rail service south of Merced should be eliminated.

Member Cohn thanked the interim staff for reviewing the documents and providing comments for the letter.

M/S/C (Wheeler/Blalock) to approve Item 12. Passed and Adopted by the San Joaquin Joint Powers Authority on March 22, 2013, by the following vote to wit:

Ayes: 9  
Noes: 0  
Abstain: 0  
Absent: 0

### **13. Steps Needed for Transfer of Administrative Responsibility of the San Joaquin Rail Service to SJJPA**

Mr. Leavitt explained that June 30, 2014 is the earliest the administrative responsibility/management of the San Joaquin intercity passenger rail service (including the associated feeder bus services) can be transferred to the SJJPA. He said that to transfer administrative responsibility of the San Joaquin service to the SJJPA, AB 1779 requires:

- The SJJPA be formed by December 31, 2013.
- The budget proposal developed for the San Joaquin intercity passenger rail service for the subsequent year shall be based upon the annual SJJPA Business Plan approved by the Secretary of BT&H.
- The Secretary of BT&H to determine that transferring responsibility for intercity passenger rail service to the SJJPA would result in administrative or operating cost reductions.
- Negotiate and execute an interagency transfer agreement with the state by June 30, 2015.

Mr. Leavitt stated that the SJJPA receives no state funding for administering the San Joaquin intercity passenger rail service until after an interagency transfer agreement has been executed between the SJJPA and the state, and the state budget has been approved. He also said that the SJJPA has no current budget, and administrative expenses of the SJJPA are currently only covered by resources provided by individual Member Agencies of the SJJPA and regional agencies that support that the SJJPA.

Mr. Leavitt identified the remaining key steps needed for transfer of administrative responsibility/management of the San Joaquin Rail Service to SJJPA as:

1. Select a Managing Agency
2. Enter into a formal contract with the Managing Agency
3. Secure bridge funding for the SJJPA until the Interagency Transfer Agreement is executed and state funding is allocated to SJJPA
4. Develop and approve a Business Plan that meets all the requirements of AB 1779

5. Demonstrate that transferring responsibility for intercity passenger rail service to the SJJPA would result in administrative or operating cost reductions
6. Develop an Interagency Transfer Agreement
7. Negotiate and execute an Interagency Transfer Agreement with the state

The SJJPA has just a little over 15 months until June 30, 2014. Based on discussions with the Capitol Corridor JPA, the SJJPA should expect that negotiations with the state on the interagency transfer agreement will take about 12 months. Mr. Leavitt said that the working group believes that it is imperative for the SJJPA to select and enter into a formal contract with a Managing Agency as soon as possible in order to be able to be able to take over the administrative responsibility of the San Joaquin intercity passenger rail service by June 30, 2014.

Member Walsh inquired about the CCJPA process and how the initial work was funded prior to executing the Interagency Transfer Agreement. Ms. Mortensen noted that BART bore those costs.

**14. Approve Resolution Of The Board Of Directors Of The San Joaquin Joint Powers Authority Adopting Scopes Of Work For The Development Of The SJJPA Business Plan And To Increase Public Outreach For The San Joaquin Rail Service And Authorize Any Member Agency, Metropolitan Transportation Organizations And Interested Regional Agencies To Submit And Execute Grant Applications And All Documents On Behalf Of SJJPA**

Mr. Leavitt reminded the Board that the cost of the initial SJJPA Business Plan, the development and negotiation of the Interagency Transfer Agreement, providing all necessary administrative support to the SJJPA (including staffing board meetings and preparing board book items) will be predominately the responsibility of the Managing Agency until the interagency transfer agreement executed with the state and the state budget is passed. He noted that administrative expenses of the SJJPA are currently only covered by resources provided by individual Member Agencies of the SJJPA and regional agencies that support that the SJJPA. Mr. Leavitt stated that expenses related to the AB 1779 legislation and the materials and staffing leading up to the first JPA meeting have been predominately funded by the San Joaquin Regional Rail Commission. He said that securing bridge funding for the SJJPA until the Interagency Transfer Agreement is executed and state funding is allocated to SJJPA, is critical for the SJJPA to positively impact the San Joaquin Rail Service prior to the administrative responsibility on the San Joaquin Rail Service being transferred to the SJJPA.

Mr. Leavitt explained that the Ad Hoc Staff Working Group developed a scope of work for grants to partially fund the initial SJJPA Business Plan, and that this scope could be used to apply for potential grants with such agencies as the San Joaquin Valley Air Pollution Control District, the Metropolitan Transportation Commission, US Environmental Protection Agency, the Strategic Growth Council and others. Mr. Leavitt proceeded to discuss the various elements of the proposed scope of work including:

- Public Outreach
- Historical Performance of the Service

- Integration of San Joaquin Rail Service with High-Speed Rail
- Overall Operating Plan
- Short-Term and Long-Term Capital Improvement Programs
- Action Plan and Performance Standards
- Operating Strategies
- Establishment of Fares
- Service Amenities, and Food and Beverage Services
- Marketing Plan
- Annual Funding Requirement
- Separation of Funding
- Consideration of Other Service Expansions and Enhancements
- Roles and Responsibilities: Caltrans DOR and SJJPA
- Administrative Cost Savings

Mr. Leavitt introduced Thomas Reeves to discuss a separate scope of work that has been developed to apply for a Caltrans Partnership Planning grant to increase grassroots public outreach for the existing San Joaquin Rail Service.

Mr. Reeves reported how this potential grant would focus on reaching out to communities and demographic populations that may not have access to the traditional marketing efforts. The San Joaquins have an extremely diverse ridership and would benefit from a more grass roots approach. While the Caltrans Partnership Planning grant application is due on April 2, 2013, funding for this grant would not become available until February 2014 at the earliest. With the work for this grant not able to be significantly underway until spring 2014, this grant is a better fit for public outreach activities than for Business Plan development (which should be completed well in advance of June 30, 2014).

Vice-Chair Perea asked for confirmation that the proposed public outreach effort would be more comprehensive and suitable to the communities along the corridor, than the marketing efforts of the past. Mr. Leavitt responded that this new SJJPA outreach would focus on individuals, organizations, and agencies that had not been included in previous outreach efforts. Member Wheeler asked about the short deadline and staff confirmed they could submit an application within the timeframe. Members Walsh and Tatzin sought clarification on the requested board action and the actual entities that may submit applications.

M/S/C (Wheeler/Ishida) to approve Item 14. Passed and Adopted by the San Joaquin Joint Powers Authority on March 22, 2013, by the following vote to wit:

Ayes:	9
Noes:	0
Abstain:	0
Absent:	0

**15. Approve SJJPA Managing Agency Selection Process and Criteria**

Andrew Chesley, Executive Director of the San Joaquin Council of Governments

explained that a subcommittee of the Ad Hoc Staff Working Group is leading the effort to develop a draft process and selection criteria to allow the SJJPA Board to designate a Managing Agency. Staff from entities that may have an interest in submitting for the Managing Agency role have exempted themselves from this process.

Mr. Chesley noted the Subcommittee was made up of Margie Kirn with Merced Council of Governments, Tony Boren with Fresno Council of Governments, Rosa Park with Stanislaus Council of Governments, and Ross Chittenden with Contra Costa Transportation Authority.

Mr. Chesley explained that the Subcommittee had looked at the RFP process being used by the LOSSAN Board to select a Managing Agency for the Pacific Surfliner service. They expected to have the SJJPA Board adopt a RFP for release as well as a full selection process and evaluation criteria as an action item at the SJJPA's May 24, 2013 Board Meeting. The Subcommittee believed that it would be possible to select the Managing Agency by the July 26, 2013 Board Meeting and have the Managing Agency under contract by August, 2013. Mr. Chesley did not request the Board to take any action at the March 22, 2013 Board Meeting.

Under public comment, Mr. Michael Barnbaum expressed his support of Sacramento RT as a potential managing agency.

Acting Chair Perea directed staff to work with the Chairperson to poll members for a potential June 2013 SJJPA board meeting.

## **16. Administrative Matters**

Acting Secretary Mortensen sought feedback on the following administrative matters:

- Agenda Posting Locations for SJJPA Meetings
- Live Feed Board Meetings or Recordings
- Preference for Voice or Roll Call Votes
- Preference for Listing Boardmember Information (Appointing Body vs. Local Office) on letterhead or other official correspondence.

## **17. Board Member Comments**

There were no comments from the Board Members.

## **18. Adjournment**

Vice Chair Perea adjourned the meeting at 3:20 pm.

The next meeting of the SJJPA was tentatively scheduled for May 24, 2013 in Sacramento, CA.

# SAN JOAQUIN JOINT POWERS AUTHORITY

May 24, 2013

## STAFF REPORT

### Item 4.2

### INFORMATION

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#### **SJIPA Board Roster**

The Kings County Association of Governments (KCAG) is the tenth Member Agency to join the San Joaquin Joint Powers Authority. On April 24, 2013 KCAG voted to execute the San Joaquin Joint Powers Authority JEPAs and appointed Kings County Supervisor Doug Verboon as their Board Member and Hanford City Council Member Russ Curry as their Alternate to the San Joaquin Joint Powers Authority.

There is also a new Alternate for Fresno Council of Governments. Lynne Ashbeck, the Mayor of Clovis was appointed to the San Joaquin Joint Powers Authority by the Fresno Council of Governments at their April 25, 2013 Board Meeting.

The revised San Joaquin Joint Powers Authority roster is as follows:

#### Member Agencies, Board Members, and Alternates:

1. San Joaquin Regional Rail Commission: December 7, 2012
  - Board Member: Bob Johnson, Lodi City Council
  - Alternate: John Harris, Manteca City Council
2. Sacramento Regional Transit: December 10, 2012
  - Board Member: Steve Cohn, Sacramento City Council
  - Alternate: Patrick Hume, Elk Grove City Council
3. Stanislaus Council of Governments: December 12, 2012
  - Board Member: Vito Chiesa, Stanislaus County Supervisor
  - Alternate: Stephanie Burnside, Modesto City Council
4. Merced County Association of Governments: Dec 13, 2012
  - Board Member: John Pedrozo, Merced County Supervisor
  - Alternate: Hubert "Hub" Walsh, Merced County Supervisor
5. Contra Costa Transportation Authority: Dec 19, 2012
  - Board Member: Don Tatzin, Lafayette City Council
  - Alternate: Federal Glover, Contra Costa County Supervisor
6. Tulare County Association of Governments: January 22, 2013
  - Board Member: Allen Ishida, Tulare County Supervisor
  - Alternate: Bob Link, Visalia City Council
7. Madera County Transportation Commission: January 23, 2013
  - Board Member: Tom Wheeler, Madera County Supervisor
  - Alternate: Bret Frazier, Madera City Council
8. Alameda County: February 26, 2013
  - Board Member: Scott Haggerty, Alameda County Supervisor

- Alternate: Thomas Blalock, BART Board Director
- 9. Fresno Council of Governments: February 28, 2013
  - Board Member: Henry Perea, Fresno County Supervisor
  - Alternate: Lynne Ashbeck, Mayor of Clovis
- 10. Kings County Association of Governments: April 24, 2013
  - Board Member: Doug Verboon, Kings County Supervisor
  - Alternate: Russ Curry, Hanford City Council



**SAN JOAQUIN JOINT POWERS AUTHORITY**

May 24, 2013

**STAFF REPORT**

**Item 4.3**

**INFORMATION**

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**SJIPA Frequently Asked Questions (FAQs)**

Background:

The Ad Hoc Working Group developed a draft set of responses to frequently asked questions. These attached FAQs help provide interested parties consistent information regarding the San Joaquin Joint Powers Authority. Much of the information in these FAQs were used by the Ad Hoc Working Group to respond to inquiries prior to AB 1779 being passed by the Legislature and signed by the Governor in 2012.

# San Joaquin Joint Powers Authority FAQs

(May 22, 2013)

*The San Joaquin intercity rail service has the 5<sup>th</sup> highest ridership in the nation and has high on-time performance, with ridership increasing why do we need a JPA?*

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Response:

The San Joaquin intercity passenger rail service is a successful service with increasing ridership. The sponsors and supporters of the San Joaquin Joint Powers Authority believe that under regional governance/management, there will be a stronger partnership with the state and the San Joaquin intercity passenger rail service will become even more successful.

In 1996, the Capitol Corridor Joint Powers Authority (CCJPA) was created to oversee the administration of the Capitol Corridor service under the provisions of Senate Bill 457 (SB 457). Over the last 15 years, without direct financial contribution by member agencies, the CCJPA has successfully managed the Capitol Corridor between Auburn and San Jose. Capital investments, cooperation with the Union Pacific freight railroad, and state support have allowed for dramatic increases in the frequency of service (increases of 400 percent between Sacramento and Oakland), and the Capitol Corridor intercity passenger rail service has the highest on-time performance in the nation for intercity service.

In addition to more cost effective administration and operations, the CCJPA model has shown that there are several other potential benefits to regional governance/management of intercity passenger service including:

- The ability to have a stronger voice in advocating for service improvements and expansions
- Local decision-making that is more responsive and adaptive to passenger issues
- The ability to take better advantage of joint marketing and partnerships with local agencies
- More engagement by local communities to support the service

Caltrans Division of Rail would continue to have prominent and important roles with the San Joaquin intercity passenger rail service even after the administration responsibility is turned over to the San Joaquin JPA. In addition to the state continuing to provide the funding necessary for service operations, administration and marketing, Caltrans Division of Rail would continue to be responsible for the development of the Statewide Rail Plan, coordination and integration between the three state-supported intercity passenger rail services, grant applications to the federal government, and developing state budget requests – like they have been for the Capitol Corridor under the CCJPA.

*Will the San Joaquin Intercity Passenger Rail Service continue to require a state subsidy?*

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Response:

Yes. All conventional intercity rail services in this country require operational subsidies. The San Joaquin intercity passenger rail service is expected to continue to depend on state funds to subsidize its operations. Today, the San Joaquin farebox ratio is at about 55%, which is high for public transportation. The San Joaquin Service provides great benefits to California. **Its 1.1 million annual riders reduce automobile vehicle miles**

**traveled in the San Joaquin Corridor by well over 100 million miles every year.** This reduces congestion on California's heavily congested freeways and helps improve air quality. In addition, intercity rail helps support California's sustainability goals, helping reduce automobile dependency and promoting transit-oriented development and transit use.

Working with the state, the Capitol Corridor JPA has managed to increase service on the Capitol Corridor dramatically without local or regional funding. Shortfalls have not occurred over the last 15 years with the Capitol Corridor under the administration of the CCJPA.

**Will Amtrak still operate the San Joaquin Intercity Rail Service?**

Yes. Amtrak is the operator, and will continue to be the operator for all three state-supported services: the San Joaquin, the Capitol Corridor, and the Pacific Surfliner. The San Joaquin Joint Powers Authority looks forward to a successful partnership with Amtrak and Caltrans like has been established with the Capitol Corridor Joint Powers Authority.

**Is a new San Joaquin Joint Powers Authority premature, especially as California is undertaking a major high-speed rail planning and implementation project?**

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Response:

The San Joaquin trains are a vital passenger rail service in the Valley that needs support and expansion now. An improved and expanded San Joaquin intercity passenger rail service will provide a critical transportation option with or without a state-wide high speed rail service. If the high speed rail program goes forward, CHSRA proposes to potentially move some existing San Joaquin service and/or operate new intercity express trains in the first construction segment until such time as the first true high speed trains go into operation. In other regions, JPA's have been an effective framework for ensuring that high speed rail infrastructure and services are compatible with the desires of the local communities. Moreover, AB 1779 is permissive – not mandatory. In the end, if the region or the state views the JPA as premature, for whatever reason, the parties will not approve any transfer agreement.

**What if additional capacity of the railroads operating within the San Joaquin corridor does not materialize, making it difficult to achieve additional rail passenger services?**

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Response:

Over the years, there has been a very modest increase in frequency of service on the San Joaquin line. Since 1993, the number of round trips between the Bay Area and the Central Valley has remained the same at four daily round-trips. An additional daily round trip between Sacramento and Bakersfield was added in 1998 and another in 2001. Additional service has not materialized for the San Joaquin service, suggesting that it has been difficult to achieve additional rail passenger service in this corridor.

The model of the Capitol Corridor with the JPA has worked very well, and has resulted in great increases in frequency for that corridor. The difficulties in achieving additional passenger rail service in the San Joaquin

Corridor are actually an argument for having a JPA be responsible for administering the San Joaquin service, considering this structure has worked so well with the Capitol Corridor.

Strong local and regional support is needed to get improved service in the San Joaquin corridor. The JPA is an effective structure to get strong local and regional support needed to achieve increased frequencies in this corridor.

### ***Isn't this just another layer of government?***

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#### Response

No. For direct service delivery, a regional JPA would provide decision-making closer to the customers and the operations and more cost-effective administration of the San Joaquin intercity passenger rail service.

### ***Who supports AB 1779?***

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#### Response:

AB 1779 is sponsored by the Central Valley Rail Working Group, the San Joaquin Valley Regional Policy Council, Sacramento Regional Transit, and the San Joaquin Regional Rail Commission. To date, the following entities have submitted formal letters of support for AB 1779:

- Central Valley Rail Working Group (*sponsor*)
- San Joaquin Valley Regional Policy Council (*sponsor*)
- Sacramento Regional Transit (*sponsor*)
- San Joaquin Regional Rail Commission (*sponsor*)
- California Partnership for the San Joaquin Valley
- San Joaquin Valley Air Pollution Control District
- California Central Valley Economic Development Corporation
- California Transit Association
- Sacramento Area Council of Governments
- San Joaquin Council of Governments
- Stanislaus Council of Governments
- Madera County Transportation Commission
- Merced County Association of Governments
- Tulare County Association of Governments
- Contra Costa Transportation Authority
- Fresno Council of Governments
- Fresno County
- Contra Costa County Board of Supervisors
- Mayor of Fresno
- Steve Cohn, Sacramento City Council, CCJPA Board member, SACOG Board Member, and Sacramento RT Board Member
- City of Modesto
- City of Merced
- City of Lodi

- City of Elk Grove
- City of Turlock
- City of Sacramento
- City of Stockton
- City of Visalia
- City of Selma
- City of Mendota
- City of Fowler
- City of Kingsburg
- City of Huron
- City of Corcoran
- City of Tracy
- City of Manteca
- Fresno Regional Workforce Investment Board
- Greater Stockton Chamber of Commerce
- Greater Fresno Chamber of Commerce
- Sacramento Metro Chamber of Commerce
- San Joaquin Partnership
- San Joaquin Regional Transit District
- Capitol Corridor Joint Powers Authority
- Los Angeles-San Diego-San Luis Obispo Rail Corridor Agency

Central Valley Rail Working Group Member Agencies are: Sacramento Regional Transit District, Sacramento Area Council of Governments, City of Sacramento, City of Elk Grove, City of Galt, County of Sacramento, San Joaquin Regional Rail Commission, San Joaquin Council of Governments, San Joaquin Regional Transit District, City of Stockton, City of Manteca, City of Lodi, County of San Joaquin, Stanislaus Council of Governments, City of Turlock, City of Modesto, County of Stanislaus, Merced County Association of Governments, City of Merced, and County of Merced.

San Joaquin Valley Regional Policy Council Member Agencies are: Fresno Council of Governments, Kern Council of Governments, Kings County Association of Governments, Madera County Transportation Commission, Merced County Association of Governments, San Joaquin Council of Governments, Stanislaus Council of Governments, Tulare County Association of Governments, and San Joaquin Valley Air Pollution Control District.

***Does the San Joaquin JPA have bi-partisan support?***

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Response:

Yes. Assemblymember Olsen and Senator Cannella joined on as co-authors of AB 1779 (the enabling legislation for the San Joaquin Joint Powers Authority) in addition to Assemblymembers Perea, and Dickinson, and Senators Wolk and Padilla. On May 30, AB 1779 passed on the Assembly Floor with a bi-partisan 64-11 vote and on August 29, AB 1779 passed on the Senate Floor with a bi-partisan 31-3 vote. On August 30, AB 1779 passed Assembly Concurrence with a bi-partisan 62-16 vote. In addition, the long list of agencies and organizations throughout the Central Valley supporting AB 1779 is bi-partisan.

### ***What are the main provisions of AB 1779?***

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#### **Response:**

Assembly Bill 1779 will enable the transfer of administrative responsibility of the San Joaquin intercity passenger rail service from the Department of Transportation to a new joint powers authority. Following the model of the CCJPA, AB 1779 is permissive legislation which would enable regional governance/management of the existing San Joaquin intercity passenger rail service between Bakersfield-Fresno-Stockton-Sacramento-Oakland.

AB 1779 defines the composition of the San Joaquin Joint Powers Authority (SJJPA), and extends the time for creating the SJJPA and executing an interagency transfer agreement with the Department of Transportation to June 30, 2015. The earliest regional governance/management of the San Joaquin rail service can be transferred to the SJJPA is June 30, 2014. AB 1779 ensures that for not less than a three-year period, the level of state funding for intercity rail service in the San Joaquin corridor shall be maintained at least to the level of service in the corridor at the time of the transfer, providing fiscal stability that will allow appropriate planning and operation of these services. In order to transfer responsibility of the San Joaquin intercity passenger rail service to the SJJPA, AB 1779 requires that the transfer must result in administrative or operating cost reductions. Finally, AB 1779 enables local resources to be used to expand San Joaquin service or to offset and redirection, elimination, reduction, or reclassification of state resources for operating the San Joaquin intercity passenger rail service as determined by local agencies.

### ***Does the CHSRA support the San Joaquin Joint Powers Authority?***

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#### **Response:**

The CHSRA has no formal position on the San Joaquin Joint Powers Authority.

The new San Joaquin Joint Powers Authority is not directly related to the statewide high-speed rail project. Supporters of AB 1779 include both supporters and opponents of the proposed statewide high-speed train project.

The San Joaquin Joint Powers Authority promotes improved and efficient management of the existing San Joaquin intercity passenger rail service. This is consistent with the goals of the State of California and is supported by the Administration.

**SAN JOAQUIN JOINT POWERS AUTHORITY**

May 24, 2013

**STAFF REPORT**

**Item 4.4**

**ACTION**

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**Next SJJPA Board Meeting Location and Start Time**

Background:

The Ad Hoc Staff Working Group proposes the Fresno County Board of Supervisors Chambers (2281 Tulare Street, Hall of Records) in Fresno at 1:00 pm as the location and start time for the July 26, 2013 SJJPA Board Meeting.

This meeting location and time are well coordinated with bus and train schedules. The room is available and has been reserved.

Fiscal Impact:

There is no fiscal impact.

Recommendation:

Approve Fresno County Board of Supervisors Chambers at 1:00 pm as the July 26, 2013 San Joaquin Joint Powers Authority Board meeting location and time.

# SAN JOAQUIN JOINT POWERS AUTHORITY

May 24, 2013

## STAFF REPORT

**Item 4.5**

**INFORMATION**

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### **Update on Grant Applications**

#### Background

Until the Interagency Transfer Agreement is executed and state funding is allocated to SJJPA, securing bridge funding for the SJJPA is critical for the SJJPA to be able to positively impact the San Joaquin Rail Service prior to the administrative responsibility on the San Joaquin Rail Service being transferred to the SJJPA.

A grant application was submitted on April 2, 2013 by San Joaquin COG for a Caltrans Partnership Planning grant to increase grassroots public outreach for the existing San Joaquin Rail Service. This effort would focus on reaching out to communities that may not know about this transportation alternative that is available to them. While the Caltrans Partnership Planning grant application was due on April 2, 2013, funding for this grant would not become available until February 2014 at the earliest.

The scope of work for grants to partially fund the initial SJJPA Business Plan has been shared and discussed with the San Joaquin Valley Air Pollution Control District, the Bay Area Air Quality Management District, the Sacramento Air Quality Management District, the Metropolitan Transportation Commission, US Environmental Protection Agency, and the Strategic Growth Council. Staff will continue to work with these and potentially other agencies in attempt to secure matching funds for the initial SJJPA Business Plan.

#### Fiscal or Other Related Impacts:

The cost of the initial Business Plan, will be largely the responsibility of the Managing Agency until the interagency transfer agreement executed with the state and the state budget is passed. Securing bridge funding until the Interagency Transfer Agreement is executed and state funding is allocated to SJJPA will greatly increase the SJJPA's effectiveness prior to taking over administrative responsibility of the San Joaquin Rail Service. The amount of new work included in the initial Business Plan and public outreach done to get input on this process will be significantly affected by the amount of bridge funding that can be secured.

#### Recommendation:

This is an information item, there is no action requested.



**SAN JOAQUIN JOINT POWERS AUTHORITY**

May 24, 2013

STAFF REPORT

**Item 4.6**

**ACTION**

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**Support CA Intercity Passenger Rail Program Related Applications for the Federal Tiger V Funding Program**

Background:

Projects eligible for TIGER grants include highways and bridges, public transportation, passenger and freight rail transportation and marine port infrastructure investments. Grants may range in size from \$10 million to \$200 million. Grants to rural areas may be for less than \$10 million, but must be more than \$1 million. No less than \$120 million must be awarded to projects in rural areas.

The four previous rounds of TIGER provided \$3.1 billion to support 218 projects in all 50 states, the District of Columbia and Puerto Rico. Demand for the program has been overwhelming, with more than 4,050 applicants requesting more than \$105.2 billion over the previous rounds.

The FY 2013 Appropriations Act requires that TIGER funds be obligated before October 1, 2014. The limited amount of time means the Department will give priority to projects that are ready to proceed quickly. In addition to project readiness, primary selection criteria include improving the condition of existing transportation facilities and systems; contributing to the economic competitiveness of the United States and creating and preserving jobs; increasing transportation choices and access to transportation services for people in communities across the U.S.; improving energy efficiency, reducing dependence on oil and reducing greenhouse gas emissions; and improving safety.

Applications are due by June 3, 2013

Recommendation:

Support CA Intercity Passenger Rail Program related applications for the Federal Tiger V Funding Program, through letters of support or other requested comments or testimonies.

**SAN JOAQUIN JOINT POWERS AUTHORITY**

May 24, 2013

**STAFF REPORT**

**Item 5**

**INFORMATION**

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**Amtrak Presentation**

Background

Amtrak is the operator for all three of California's state-supported intercity passenger rail services: San Joaquin, Capitol Corridor, and Pacific Surfliner. Alex Khalfin, Officer of Governmental Affairs will make a presentation to the SJJPA regarding Amtrak, its role with the San Joaquin service, and the current and historical performance of the San Joaquin intercity passenger rail service.

Recommendation:

This is an information item. There is no action being requested.

# SAN JOAQUIN JOINT POWERS AUTHORITY

March 22, 2013

## STAFF REPORT

Item 6

ACTION

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### Approve SJJPA Managing Agency Selection Process and Criteria

#### Background:

The Joint Powers Authority must quickly act to select a management agency to implement the policy direction of the Board of Directors. To this end the Board reviewed a draft Request for Proposal at its March inaugural board meeting. A five member committee of staff from associated agencies has fine-tuned that Request for Proposals and has enclosed it for your review and final disposition. A draft timeline has also been prepared which also identifies the role of the committee and the board in making a recommendation and final decision on the selection of a management agency. This is submitted for your review and approval as well. That timeline is included in this staff report.

#### **Request for Proposals**

The attached final draft was developed by a committee composed of the following:

- |                        |  |
|------------------------|--|
| ➤ Ms. Rosa DeLeon Park | Stanislaus Council of Governments        |
| ➤ Mr. Ross Chittenden  | Contra Costa Transportation Authority    |
| ➤ Mr. Tony Boren       | Fresno Council of Governments            |
| ➤ Ms. Marjorie Kirn    | Merced County Association of Governments |
| ➤ Mr. Andrew Chesley   | San Joaquin Council of Governments       |

The draft is based on a Request for Proposals prepared for similar services by the LOSSAN JPA. It was also influenced by the scope of work for the management agency for the Capitol Corridor. The reader is encouraged to read all the RFP, but to highlight a few sections:

- The management agency would be selected for an initial three year term.
- The management agency will supply all administrative, management, financial, and legal capabilities.
- The management agency must have extensive transit and rail experience and/or knowledge.

The RFP will be mailed to major transit providers in the 11 county San Joaquin JPA region. The distribution and collection of will be handled by the Stanislaus Council of Governments. The scoring committee will consist of the committee that put the Request for Proposals together with the exception of any member who has a direct role with a proposing entity. (For instance, Andrew Chesley will not participate if the San Joaquin Regional Rail Commission proposes as he is an ex-officio member of the Commission.)

The following timeline has been produced for the selection process. This is a draft and comments are encouraged. There is no set process for the JPA so the committee has identified a schedule and process that the JPA can start from.

- May 24: JPA Approves Final RFP for release.
- June 1: StanCOG Mails RFP to prospective proposers. Four weeks to respond.
- July 1: Due date for completed proposals. Committee reviews proposals and meets to score.
- July 8: Committee interviews three proposers who score highest and meet all the qualifications. (This is an approximate date as the Committee members availability will impact the actual meeting date.)
- July 12: Committee submits recommendation to JPA Board of Directors.
- July 26: JPA Board Reviews recommendation and makes a final selection.

The JPA board will immediately negotiate an agreement with the winning proposer. Besides supporting the Board of Directors of the JPA and putting into place administrative procedures the management agency will begin negotiation with the California Department of Transportation on an Interagency Transfer Agreement. This may prove somewhat challenging immediately as the JPA has no independent source of funding at the present time.

Fiscal Impact:

There is no fiscal impact.

Recommendation:

Approve the Subcommittee's SJJPA Managing Agency Selection Process, Criteria, and Schedule.

## REQUEST FOR PROPOSALS

### **SAN JOAQUIN JOINT POWERS AUTHORITY SOLICITS PROPOSALS FOR MANAGEMENT AND ADMINISTRATIVE SERVICES FOR THE SAN JOAQUINS**

#### **A. Project Description**

The purpose of this request for proposals (RFP) is to determine the most qualified public agency to serve the San Joaquin Joint Powers Authority (SJJPA) in managing operations of the state-supported intercity passenger rail service in the San Joaquins corridor.

The SJJPA Board of Directors seeks qualified proposals from public agencies to serve in this capacity for an initial term of three years. All agencies with experience in the eleven county service area and with demonstrated public transit experience are eligible to submit a proposal. A selection committee will be appointed by the SJJPA Board of Directors to review proposals and make a recommendation. Note that agencies submitting proposals will not be eligible to serve on the selection committee. Voting members of the SJJPA who do submit proposals will be eligible to vote at the Board of Directors meeting on the final selection.

The overall duties of the Management Agency are summarized below.

## **B. Management Agency Duties**

The selected agency shall serve as Management Agency for an initial three-year term.

In that capacity, the Management Agency shall provide all necessary administrative support to the SJJPA as follows:

- The Managing Director, to be appointed by the SJJPA Board of Directors, shall be an employee and officer of the Management Agency and shall lead the administrative support duties for the San Joaquins Rail Service. Employees of the Management Agency, who have as their responsibility the support of the San Joaquins Rail Service, shall report to the Managing Director. The Managing Director shall solicit the input and participation of the SJJPA member agencies to achieve consensus while providing administrative support to the SJJPA.
- The Management Agency, under the supervision of the Managing Director, as well as the shared Management Agency administrative support services, will perform the following administrative duties in support of the SJJPA:
  - Negotiate and recommend the award of all necessary agreements for the SJJPA, including but not limited to the Interagency Transfer Agreement, agreements for the provision of passenger rail services, and use of tracks and other facilities, subject to approval by the SJJPA Board of Directors;
  - Manage all agreements entered into by the SJJPA;
  - Perform all administrative functions related to conducting meetings of the SJJPA Board of Directors and advisory committees;
  - Provide legal services to the SJJPA regarding all matter of its responsibilities;
  - Implement projects contained in the approved Capital Improvement Program unless the administration of particular capital projects is more appropriately managed in another manner, such as by an individual agency or a local government, as determined by the SJJPA Board of Directors;
  - Provide for the maintenance and management of such property as may be owned or controlled by the SJJPA unless the administration of that property is more appropriately managed in another manner, such as by an individual agency or a local government, as determined by the SJJPA Board of Directors;
  - Provide a risk management program to cover the SJJPA Board of Directors and each of the agencies in the performance of their duties pursuant to this Agreement, and seek appropriate insurance coverage to implement such risk management program;
  - Seek, obtain and administer grants to support the administration and operations of the SJJPA;
  - Develop and implement marketing and communications programs;
  - Prepare and submit financial reports;
  - Prepare for approval by the SJJPA Board of Directors the Business Plan;

- Report regularly to the SJJPA regarding San Joaquins Rail Service operations and potential issues;
- Recommend changes in San Joaquins Rail Service fares and the collection of fares to the SJJPA;
- Recommend changes in scheduling and levels of service to the SJJPA;
- Prepare and implement changes in scheduling and fares, subject to required public involvement;
- Prepare capital and operating budgets for presentation to the SJJPA;
- Facilitate interaction with other entities involved in operation, construction and renovation of the San Joaquins Rail Service;
- Negotiate with any other public or private transportation providers as necessary to ensure coordinated service with the San Joaquins Rail Service; and,
- Other related administrative and operational activities as directed by the SJJPA Board of Directors.

Proposers should note that the Managing Director is not expected to be determined at the time of the submittal, however, the proposal should include discussion of process and timeline for selecting the Managing Director should a Managing Director not be named in the proposal.

### **C. Scope of Work**

Proposals should detail the approach to the following tasks including a timeline and proposed budget needed to accomplish the task:

- Task 1: Negotiate an Administrative Services Agreement with the SJJPA to serve as the Management Agency.
- Task 2: Transition the staff support role from the California Department of Transportation, to the Management Agency.
- Task 3: Represent the SJJPA in negotiations with the State of California on the Interagency Transfer Agreement (ITA). This includes full management, technical, and legal support for this effort on behalf of the SJJPA.
- Task 4: In conjunction with the SJJPA Board of Directors, hire and house the initial Intercity Rail Management Team (IRMT), including the Managing Director, at a location along the San Joaquins corridor or alternative location, either of which should be specified.
- Task 5: Develop a detailed staffing plan, which identifies both the initial IRMT to negotiate with the state and set up the Management Agency and the final IRMT to oversee the daily intercity rail operations of the corridor once service responsibility is transferred. This should include a description of positions and personnel to be assigned to those positions and the process for hiring.

Task 6: Develop a brief outline of strategies that could be initiated in the Initial Term of the JPA (three year period) to address ridership, revenue, on-time performance, service coordination, capital improvements and other priorities.

#### **D. Special Considerations**

A sample reporting organization chart for the SJPA and Management Agency must be provided. It is recognized that this is only a sample, and may differ from a final organizational chart.

Proposals will be evaluated using the criteria shown beginning on page 5. Overall, the proposal should provide an introductory section outlining the Management Agency's understanding of the San Joaquins and summary of experience, a discussion of the approach to the Scope of Work (Tasks 1 through 6), and a discussion of the proposed management agency's capabilities and administrative qualifications and staffing plan. A completed Program Cost Template, provided electronically with this RFP and showing all cost assumptions, is required.

The San Joaquins provide service in the Central Valley and the East Bay, a diverse and culturally rich geographical area of California. The JPA Board of Directors would appreciate proposers recognizing and doing their best to reflect that diversity in their proposals.

#### **E. Submittal Requirements**

Please submit one original and seven (7) copies of your written proposals, in a sealed package. Proposals are due on or before 4 p.m. on July 1, 2013. Proposals can be mailed or hand-delivered to:

Rosa Park  
Stanislaus Council of Governments  
1111 I Street, Suite 308  
Modesto, CA 95354

Proposals should be no more than 25 pages in length, including supporting documentation, Program Cost Template, resumes, etc.

Proposals submitted by facsimile or e-mail are not acceptable and will not be considered. Proposals received after this time will be returned unopened to the respective firm and will not be considered for the evaluation. Postmarks will not be accepted. Please indicate name of proposer, project title, and package number (e.g., 1 of 2) on all packages.

Failure to comply with the requirements of the RFP may result in disqualification. StanCOG is not responsible for finding, correcting, or seeking clarification regarding ambiguities or errors in submittals. If a submittal is found to contain ambiguities or errors, it may receive a lower score during the evaluation process. Errors and ambiguities in submittals, including cost estimate to perform the work, will be interpreted in favor of StanCOG.



## **F. Timeline for Selection of Management Agency**

June 1, 2013	Release of RFP
June 14, 2013	Last Day to Submit Questions. Questions shall be submitted in writing to Rosa Park at <a href="mailto:rpark@stancog.org">rpark@stancog.org</a>
July 1, 2013	RFP Due Date
July 8, 2013	Committee Review of Proposals
July 12, 2013	Proposer Interviews
July 17, 2013	Recommendation to SJPPA Board
August 5, 2013	Next SJPPA Board meeting if needed for additional interviews and or selection of Management Agency

## **CRITERIA USED IN EVALUATING PROPOSALS**

All proposals must be completed and convey all of the information requested in order to be considered responsive. The proposals then will be evaluated on the basis of the criteria listed below. The total number of points used to score this proposal is 100.

<b>Evaluation Criteria</b>	<b>Measure(s)</b>	<b>Points</b>
<b>Capabilities</b>	<ol style="list-style-type: none"> <li>1. The agency should be able to fulfill its primary responsibilities, while undertaking this additional responsibility.</li> <li>2. The agency should have available space to house the initial intercity rail management team (IRMT) staff and expand as necessary at minimal additional cost</li> <li>3. The agency should have legal and government affairs expertise to help guide the IRMT in their negotiations with the state to affect an interagency transfer agreement (ITA)</li> <li>4. The agency should have existing administrative support functions that can absorb the IRMT staff with minimal cost impact</li> <li>5. The agency should be able to administer the financial and administrative functions to support the IRMT including human resources, develop and execute budgets, treasury, accounts receivable &amp; payable, payroll, contracts/procurement, financial audits, board secretarial and administrative duties, etc., in a cost effective manner.</li> </ol>	35
<b>Administrative Experience</b>	<ol style="list-style-type: none"> <li>1. The agency should have an understanding of, and experience in, administering capital projects (rail preferable),</li> </ol>	20

Evaluation Criteria	Measure(s)	Points
	<p>2. The agency should have knowledge of and experience in federal capital grant processes, preferably in federal railroad administration (FRA) grants, and their reporting requirements</p> <p>3. The agency should have experience with the California Department of Transportation-Division Of Rail (DOR), as the working relationship between the JPA, the IRMT staff in the management agency and Caltrans DOR will remain significant.</p> <p>4. The agency should have familiarity, experience and established relationships with CPUC and FRA</p> <p>5. The agency should have familiarity with Amtrak (which crews the trains, staffs the stations, maintains the rolling stock and supervises operations)</p> <p>6. The agency should have familiarity with and ability to negotiate with rail road owners/operators</p> <p>7. The agency should have experience identifying, analyzing and managing risks related to operations and administration</p> <p>8. The agency should be free of any appearance of a conflict of interest in the proper use and allocation of state-supported intercity rail funds.</p>	
<b>Program Cost</b>	<p>1. The agency should propose a staffing plan, including the level of required and recommended experience and expertise of the IRMT staff.</p> <p>2. The agency should identify the proposed cost of the program including staffing plan (e.g., salaries, benefits, and other related costs).</p>	25
<b>Corridor Experience</b>	<p>1. The IRMT staff should physically be located in a place along the corridor or an alternative location. This location should be specified.</p> <p>2. The agency should have an understanding of the intercity corridor marketplace (as distinct from the 'commuter rail' market and 'the long distance rail' market), its intercity submarkets, opportunities for connectivity with other transit and rail services, and engage the professional IRMT staff to plan, manage and promote the corridor-wide intercity services</p>	20
<b>Total Points</b>		100

# SAN JOAQUIN JOINT POWERS AUTHORITY

May 24, 2013

## STAFF REPORT

Item 7

**ACTION**

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### San Joaquin Rolling Stock Presentation

#### Background

In 2008, Caltrans purchased 14 surplus Comet 1B commuter rail cars from New Jersey Transit for \$1.05 million (\$75,000 for each car). These cars were built in the late 1960s and had been retired from service by New Jersey Transit. Caltrans is paying Amtrak approximately \$20M to have these cars refurbished and reconfigured from commuter cars to intercity coaches. Caltrans is also paying Amtrak to refurbish 3 Horizon Dinette food service cars and 3 Non-Powered Control Units (NPCUs) that are owned by Amtrak and will be leased to Caltrans.

According to Caltrans, the “Comet Cars” will be used to make up two trainsets with the remaining cars to be used as maintenance spares. The trainsets will be made up of:

- 4 or 5 Comet 1B coaches
- 1 Amtrak Horizon Dinette food service car
- One locomotive (F59PHI or P42DC)
- One Amtrak F40PH Non-Powered Control Unit (NPCU)

The Comet Cars will all have Wi-Fi, two outlets at each seat (so each passenger has an outlet), 6 workstation tables per car, all new flooring, carpet, curtains, window glazing, and will be ADA accessible and have ADA seating area.

The Comet Car trainsets are single level trains with high-level floors. All passengers (not in wheelchairs) will have to climb some stairs (4) when getting on and off these trains (see Figure 1). However, most passengers using bi-level equipment ride on the second-level, which requires more stairs (11) to climb than the Comet Cars. Comet Cars have narrower doors than the existing bi-level equipment used for the San Joaquin service and the Comet Car doors must be opened manually. To be ADA accessible, there will be portable wheelchair lifts available at San Joaquin stations.

Caltrans plans to replace two of the four San Joaquin round trips between Bakersfield and Oakland with Comet Car trainsets, but there is no planned increase in train frequencies. Caltrans will increase the capacity of the remaining bi-level San Joaquin trainsets by adding on a bi-level coach(s) (replaced by the Comet Car trainsets). Two of

the current San Joaquin Café Cars will be transferred to the Capitol Corridor to replace equipment being leased from Amtrak.

One of the Comet Car trainsets is anticipated to be operating on the San Joaquin line as early as next month (June 2013). Caltrans is planning on using the Comet Car trainsets only on the San Joaquin line because the San Joaquin service has the greatest immediate need for additional capacity prior to the arrival of new bi-level coaches in 2015. Additionally, they feel it would be difficult and inefficient to deploy the trains on more than one of the state services.

**FIGURE 1**



There are both positive and negative aspects to the potential introduction of Comet Car trainsets on the San Joaquin line:

**POSITIVES:**

- Use of the Comet Car trainsets can increase the capacity of the San Joaquin service. The San Joaquin service is the fastest growing state-supported intercity

passenger rail service. The San Joaquin is the least frequent intercity service and has the most crowded trains. Of the three state-supported services, the San Joaquin has the most immediate need for increased capacity.

- Increased capacity could lead to higher ridership and revenue.
- The state has purchased and is refurbishing the Comet Cars. Using these cars on the San Joaquin line would provide utility for this state investment.
- The interiors of the trainsets are being updated, so the inside of the Comet Cars will feel like new intercity rail equipment with new seats and carpets (see Caltrans Comet Car Brochure Attached).
- Some riders may enjoy the experience of riding on refurbished, “vintage” equipment.

#### NEGATIVES:

- Some passengers may have difficulties boarding these trains.
- These trains could take longer to load and unload passengers. The San Joaquin makes 13 stops between Bakersfield and Oakland. Even short additional delays at stations could lead to increases in San Joaquin travel times.
- While the Comet Car trainsets will be ADA accessible, portable wheelchair lifts often have maintenance issues and can cause considerable delays.
- Reliability and run times could be negatively affected. The state has invested nearly \$150 million on capital infrastructure improvements San Joaquin service over the last 20 years, primarily to ensure a high on-time performance (which is currently nearly 90%) and to reduce travel times.
- It may cost more to operate and maintain these vehicles, which could negatively affect the current farebox recovery. The state will be required to make lease payments to Amtrak for additional equipment and additional attendants may be required.
- It will not be as convenient for those wanting to carry on bicycles or large bags.
- The trains are single level, equipment from the late 1960s. San Joaquin passengers are accustomed to riding much newer, bi-level cars. There may be a perception that the San Joaquin have a lesser quality service.

To date, there has been very little information regarding the Comet Car trainsets provided to the public. Currently, Caltrans Division of Rail’s website only has an August 30, 2012 Powerpoint presentation on the Comet Cars that was made to the San Joaquin Valley Rail Committee. This Powerpoint presentation does not discuss the planned use of the trainsets, the timing of their deployment, their total costs (including operational and maintenance costs), projected ridership increases, or other potential positive and negative issues associated with the use of Comet Cars.

More information regarding these trainsets needs to be made publicly available and there needs to be more communications between the state with local and regional agencies and the public prior to deploying Comet Car trainsets on the San Joaquin line.

Fiscal or Other Related Impacts:

There is no fiscal impact to the San Joaquin Joint Powers Authority. The fiscal impact to the San Joaquin service is unknown at this time. The increased cost of operating and maintaining the Comet Cars, Horizon Dinettes, and NPCU's has not yet been made available. Caltrans expects that increased revenue from greater ridership (with a higher capacity to move passengers) will offset higher operational and maintenance costs. Moving state owned bi-level Café Cars from the San Joaquin service to the Capitol Corridor will reduce Capitol Corridor operating costs (since two leased Amtrak café cars can be returned).

Recommendation:

Direct Staff to set up a meeting between the SJJPA Chairperson, Vice Chairs, and staff with the appropriate decision makers at Caltrans and request additional fiscal information about the Comet Cars and their planned use on the San Joaquin line to be made available to the SJJPA and the public prior to their deployment.



*Luggage Rack*



*Recycle Center*



*Interior Table Seating*



*ADA Restroom*



*Electrical Locker*

## NEWLY REBUILT COMET CARS TO PROVIDE ADDITIONAL CAPACITY ON SAN JOAQUIN TRAINS

The California Department of Transportation (Caltrans) acquired 14 “Comet IB” coach cars from New Jersey Transit (NJT) to provide additional revenue capacity for the rapidly growing Caltrans-supported intercity rail program. The “Comet Cars” will operate in push/pull intercity service on the

San Joaquin Corridor. Three Horizon Dinettes will be leased from Amtrak to provide food service on the Comet Car trainsets, and three Amtrak-owned non-powered control units (NPCUs) will provide checked baggage and bicycle storage, and locomotive control while in “push” mode.



Comet Car

### HISTORY OF THE COMET CARS

- Built by St. Louis Car Company in St. Louis, MO in 1968-1969 as Arrow I Electric Multiple Units (EMUs) for the New Jersey Department of Transportation (NJDOT)
- Converted from EMUs to push/pull coaches by Morrison Knudsen in 1987-1988
- Caltrans purchased fourteen (14) Comet IB railcars from NJT in 2010

### REHABILITATION PROJECT

- Overhaul/Conversion performed by Amtrak's Beech Grove Maintenance Facility

### TRUCKS/BRAKES

- Trucks completely rebuilt
- Improved wheel slide protection (Knorr MGS system) installed
- Hot journal bearing detection system installed (Amtrak standard Ultra-Tech system used on Amfleet equipment)
- 100% new wheel/axle assemblies (AAR-certified)
- Inboard bearing axles
- Equipped with a standard 26C brake system with tread brakes only

- Complete brake system overhauled by Wabco
- Handbrakes and linkage overhauled
- Indicator lights installed to show when handbrake is applied or released
- Air bag suspension and car leveling system completely overhauled

### COUPLER/DRAFT GEAR ARRANGEMENT

- Car ends equipped with an AAR Type H-Tightlock coupler with "F" shank
- Couplers, yoke and draft gear completely reconditioned

### STRUCTURE

- Car roofs were sandblasted, repaired and coated with a commercial elastomeric coating to prevent leaks and provide UV protection
- New FRA Type II certified solid polycarbonate side windows installed (and upgraded to include alternating emergency egress and access windows to meet FRA regulations)
- FRA Type I certified end frame door windows
- New diaphragms (vestibule seals) installed at each end

### INTERIOR APPOINTMENTS

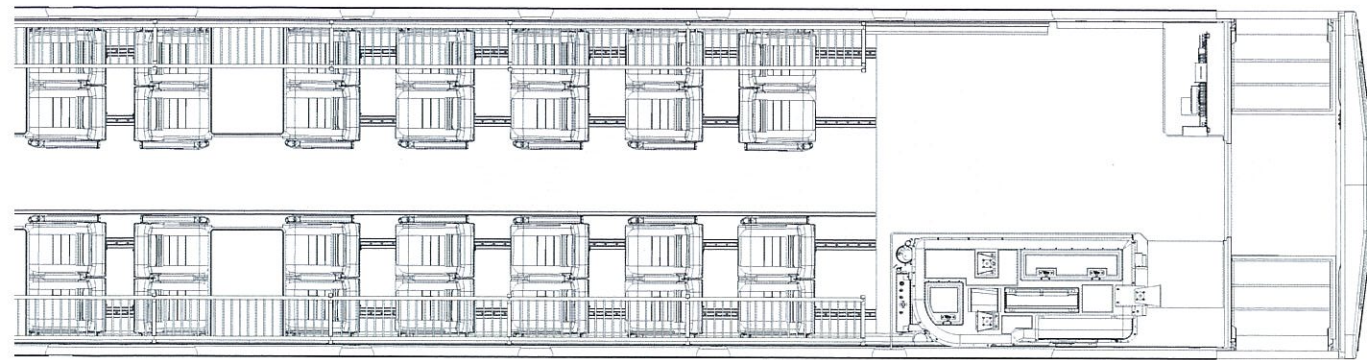
- Complete signage/decals, emergency lighting and low-location emergency pathway marking (LLEPM) packages installed in compliance with APTA standards and FRA regulations
- Newly installed trash and recycling units (A-end) and new trash units (B-End) to provide ample waste storage
- NJT 3 x 2 seating replaced with refurbished Amtrak 2 x 2 reclining seats for increased passenger safety and comfort
- Seats installed on Amtrak-standard seat track mounted to carshell structure
- Each car provides 64 revenue seats, six (6) workstation tables and one (1) wheelchair parking location
- Existing overhead luggage racks were preserved
- Seat check clips added
- Electrical outlets provided at each passenger seat

### WATER AND WASTE

- All new Microphor waste and water systems installed to meet current Amtrak and Caltrans standards
- 100-gallon water storage tank with two DC water pumps installed to maintain hand-washing ability during loss of HEP



# Comet Car Specifications



## Interior Plan

- 150-gallon waste retention tank installed
- Toilet system uses a Microphor macerator toilet assembly with air boost
- Water fill and waste tank drain ports on each side of the car
- Equipped with freeze protection and manual drain
- Side doors equipped with door closed summary circuit, preventing power to locomotive when side door is opened
- Exterior and interior indicator lights show door closed summary circuit status (similar to California Cars and Surfliners)
- Key switch will allow top half of dutch door to be opened by crew while train is in motion for operational and safety purposes
- Battery chargers replaced with Amtrak's standard single level unit
- Reorganized/rewired electrical cabinet

## AMERICANS WITH DISABILITIES ACT (ADA)

- ADA area located at B-End is accessible through either side door
- Wheelchair parking area and transfer seat installed in accordance with FRA regulations
- Segway restraint and folded wheelchair storage included
- New ADA-compliant toilet module installed in B-End
- All cars include 32-inch wide vestibule doors on B-End for ADA accessibility

## DOORS

- Power sliding pocket side doors have been replaced with two-piece "Dutch" doors (similar to Amtrak Horizon and private car doors)
- In revenue service, on-board crew will open side doors and traps to allow for passenger egress and boarding

## HVAC

- Completely overhauled HVAC system
- Split, 12-ton air-conditioning system utilizing R-22 refrigerant
- All-new TCU 48 microprocessor-based HVAC controller with touchscreen control panel in electric locker
- Future Ethernet connectivity to help with maintenance and real-time system status monitoring
- New evaporators and reconditioned compressor/condensers (based on the Horizon car design)

## ELECTRICAL

- Standardized trainline connections to Amtrak configuration
- 74 V DC batteries tested and reconditioned

## COMMUNICATIONS

- Communications system replaced with new Amtrak standard communications system
- Communications system design based on already-engineered system which is same functional system currently used on Amtrak Amfleet and Superliner railcars
- Functionally consistent with Amtrak/Caltrans existing fleets and familiar to Caltrans passengers
- Wi-Fi system installed for passenger use
- Supplemental Digital Train Line (DTL) installed to perform real-world testing in preparation for future car procurement

## LIGHTING

- All T12 fluorescent light ballasts replaced with new electronic ballasts
- Upgraded indicator lights for door, handbrake, and pneumatic brakes for enhanced indication to aid safe operation consistent with existing Caltrans equipment and service



# Comet Car Specifications



Length:	85'
Width:	10'-6"
Height:	12'-8"
Truck Center Spacing:	59'-6"
AW0 Weight:	98,900 lbs
Trucks:	GSI Pioneer Style Inboard Bearing
Wheel Diameter:	32"
Minimum Curve Radius:	250'
Top Certified Speed:	100 MPH
Car Numbers:	CDTX 5001-5014
Side Doors (4):	Manual "Dutch" Doors with Door Close Summary Circuit
End Frame Doors (2):	Manual Doors
Vestibule Doors:	Manual Hinged, Automatic Close Upon Train Motion
HVAC Evaporators and Controls:	Vapor Stone Rail Systems (Wabtec)
HVAC Compressor/Condenser:	Rebuilt by Amtrak Beech Grove ( <i>similar to Horizon configuration</i> )
Water and Waste System:	Microphor Macerator System
Fresh Water Tank:	100 gallons
Waste Tank:	150 gallons
Coupler:	Type H Tightlock
Tread Brakes:	WABCO 26-C (Wabtec)
Wheel Slide:	Knorr MGS (Amtrak standard)
Hot Bearing Detection:	Ultratech (Amtrak standard)
PA Unit:	Ultratech (Amtrak standard)
Wi-Fi/Digital Trainline (DTL):	Nomad Digital
ADA Toilet Module:	RailPlan
Seats:	64 Coach and Car Seats (Amtrak standard)
Seat Pitch:	41"
Tables:	6
Luggage Storage:	Overhead and at A-End
Additional Passenger Amenities:	Convenience Outlets at Each Seat, Trash & Recycling, Curtains

Caltrans Division of Rail  
P.O. Box 942874, MS 74  
Sacramento, California 94274-0001  
Phone (916) 653-3060 • Fax (916) 653-4565  
Email: Program\_Rail@dot.ca.gov

# SAN JOAQUIN JOINT POWERS AUTHORITY

May 24, 2013

## STAFF REPORT

Item 8

ACTION

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### **CHSRA January 2014 Business Plan Background Information Relating to San Joaquin Service**

#### Background

The January 2014 California High-Speed Rail Authority (CHSRA) Business Plan is particularly important to the SJJPA since AB 1779 requires that the Business Plan for the SJJPA be consistent with the latest State Rail Plan and the January 2014 CHSRA Business Plan.

The CHSRA's latest plans are to release a Draft Business Plan in October 2013. It will update and build upon their Revised 2012 Business Plan. It is anticipated that the January 2014 Business Plan will expand upon the "blended service" concepts. It may also include more details about plans for interim use of the first construction segment of the HSR system.

The CHSRA's Revised 2012 Business Plan identified an interim use of their first construction segment (up to 130 miles between Madera and the urban limits of Bakersfield) by the San Joaquin intercity passenger rail service. This potential interim use by the San Joaquin rail service would be to provide initial utility of this multi-billion dollar infrastructure project which is expected to be completed by 2018 and to increase connectivity options for conventional intercity rail to help improve mobility and increase ridership. However, it is important to note that it remains a possibility that the CHSRA may not need to, or desire to run conventional intercity rail services on their first construction segment.

The current Draft State Rail Plan was developed and released by Caltrans considerably in advance of the January 2014 CHSRA Business Plan. Since the Draft State Rail Plan was to be the first "statewide" rail planning document to develop more details regarding the potential interim use of the first construction segment of the HSR system potentially by the San Joaquin service, the Ad Hoc Staff Working Group focused its attention on influencing that document.

While the Draft State Rail Plan concluded that "Additional work will be needed to determine the appropriate service for the first construction section of the IOS and the BNSF line during the interim period until HSR begins to operate on the IOS..." (page 217). Table 10.1 in the "Ridership and Revenue" section (Section 10.1.1) shows "0" trains via the San Joaquin Route from Oakland to Bakersfield and from Sacramento to Bakersfield in 2025 and 2040. This is in conflict with the text for this section which states, "In the long term (after the initiation of electrified high-speed rail service in the

San Joaquin Valley), San Joaquin trains will be operated along conventional lines down to Bakersfield” (Section 10.1.1, page 300).

Although the state has been clear that it is open to continued through train operations along the entire San Joaquin line, it appears they may only be considering having one through train (between Oakland and Bakersfield) to continue out of the six current daily San Joaquin round trips.

The Ad Hoc Staff Working Group felt it was important to provide background information to the SJJPA Board regarding the upcoming Draft CHSRA Business Plan since it may be released as early as October 2013 and much of the work for this draft document should therefore be completed in the next few months.

Fiscal or Other Related Impacts:

There is no fiscal impact.

Recommendation:

Direct the Ad Hoc Staff Working Group to set up a meeting between the SJJPA Chairperson, Vice Chairs, along with members of the working group and CHSRA in advance of the July 26, 2013 Board Meeting.

Direct the Ad Hoc Staff Working Group to draft a letter to the CHSRA for SJJPA Board Approval at next Board Meeting (July 26, 2013) which provides input on the January 2014 CHSRA Business Plan in advance of the release of the Draft Business Plan.

# SAN JOAQUIN JOINT POWERS AUTHORITY

May 24, 2013

## STAFF REPORT

Item 9

ACTION

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### Approve SJJPA Community Field Work Program

#### Background:

Interim staff to the SJJPA have developed a calendar of activities in which members of the SJJPA may elect to participate in an effort to become more familiar with the San Joaquin's vast rail corridor. This "field work" will give Members and Working Group staff an excellent opportunity to observe firsthand aspects of the San Joaquin journey and take part in local community events. A major goal of the SJJPA is to advocate – at a grassroots level – for the communities along the San Joaquin route.

Ideally, each event will be attended by a strong mix of board members and Working Group staff.

Proposed is a schedule of four activities, one per quarter, aimed at offering a way to experience different regions of the route. The proposed four activities for the 13/14 fiscal year are:

- August 8: *Happy 122<sup>nd</sup> Birthday Hanford* (Hanford, CA)
- October 26: *Market on Main*, UC Merced's Founders Day (Merced, CA)
- TBD – Bay Area Location
- TBD – Lodi Wineries

Once arrangements have been made for each activity, an invitation with the details will be sent to each member, alternate, and Working Group staff member, and RSVPs will be collected.

#### Fiscal Impact:

The costs associated with participating in this program – transportation to/from, entrance fees, etc. – will be largely the responsibility of those members of the Authority who elect to participate.

#### Recommendation:

Approve the SJJPA Community Field Work Program

# SAN JOAQUIN JOINT POWERS AUTHORITY

May 24, 2013

## STAFF REPORT

Item 10

INFORMATION

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### Summary of April 10, 11 Intercity Passenger Rail Lobby Days in Sacramento

#### Background

The SJJPA is working with the Capitol Corridor Joint Powers Authority, the Los Angeles-San Diego-San Luis Obispo Joint Powers Authority, the Coast Rail Coordinating Council, and the San Joaquin Valley Rail Committee to jointly advocate for the California Intercity Passenger Rail Program.

Wednesday April 10, 2013 and Thursday April 11, 2013 were “lobby days” in Sacramento for the California Intercity Rail Passenger Program. The SJJPA was well represented on both days. Chairperson Pedrozo, Vice Chair Cohn, and Member Chiesa participated in April 10<sup>th</sup> meetings. Stacey Mortensen and Dan Leavitt with the San Joaquin Regional Rail Commission and Angelo Lamas with Merced County also participated on April 10<sup>th</sup> representing the San Joaquin Corridor. Vice Chair Perea, and Vice Chair Cohn spoke at the April 11<sup>th</sup> Advocacy Forum event which Member Johnson also attended. Stacey Mortensen also spoke at the Advocacy Forum and Dan Leavitt, Tony Boren with Fresno Council of Governments, and Ross Chittenden with Contra Costa Transportation Authority also attended.

On April 10 numerous meetings were held at the State Capitol with members of the Legislature and their key staff between 8:30 am and 4:00 pm. There was also a meeting with representatives from the Governor’s Office. To be able to meet with as many representatives as possible, the lobby group was divided into three groups – with a SJJPA Board Member on each group. The focus of these meetings was to highlight the importance of the California Intercity Passenger Rail Program to the state’s transportation system, recent successes of the program, and the importance of and need for state operational and capital funding for the program. Please see the attached “Leave Behind” that was given to all the representatives that were met with. With the loss of federal operating funding (for the Pacific Surfliner Service), this year’s meetings were particularly important since additional state resources will be needed to preserve the current levels of conventional intercity passenger service in California.

A key message delivered on April 10<sup>th</sup>, is that the California Intercity Rail Passenger Program has a lot of support and brings great benefit to California. Together, the three existing state-supported intercity passenger rail services (San Joaquin, Capitol Corridor, and Pacific Surfliner) annually reduce well over 300 million automobile vehicle miles traveled. This reduces congestion on California’s major freeways and helps improve our

air quality. The three intercity passenger services combined annually reduce about 100 million pounds of CO2 emissions. Since 2006-7 San Joaquin Rail Service ridership has increased 45%, making this one of Amtrak's fastest growing services. With ridership now over 1 million annual riders, the San Joaquin Rail Service alone reduces automobile vehicle miles traveled in the San Joaquin Corridor by well over 100 million miles every year.

Please see the invitation to the April 11, 2013 Advocacy Forum which includes the agenda from that event. The meeting was well attended and is expected to be a start of increased joint advocacy efforts between the partnering agencies. The "Next Steps" that were determined at the end of the meeting were: 1. Work to establish a "Rail Caucus" in the Legislature; 2. Develop a Joint-Statement of Support for the California Intercity Passenger Rail Program; 3. Work to expand the support network for the California Intercity Passenger Rail Program; and 4. Hold a meeting with the Chairs and Vice Chairs and staff (expected in July) to help determine how the partners can work more effectively together to advocate for the California Intercity Passenger Rail Program.

Fiscal or Other Related Impacts:

There is no fiscal impact. Future joint advocacy meetings will require a considerable amount of time for the Board Members that attend.

Recommendation:

This is an information item, there is no action requested.

# You're Invited to the CALIFORNIA PASSENGER RAIL LEADERSHIP ADVOCACY FORUM

Sacramento City Hall/Council Chambers  
915 I Street, Sacramento CA

Join us!  
Thursday, April 11, 2013  
9:00 am to 3:00 pm  
[rsvp@capitolcorridor.org](mailto:rsvp@capitolcorridor.org)

Receive the latest updates on California's high speed and intercity rail programs and help us develop advocacy plans to ensure the continued success of the nation's premier passenger rail network.



## CALIFORNIA PASSENGER RAIL LEADERSHIP ADVOCACY FORUM

Sacramento City Hall/Council Chambers, 915 I Street, Sacramento CA - Thursday, April 11, 2013 - 9:00 am to 3:00 pm

**Welcome and Introductions 9:00am**

Hon. Steve Cohn, Capitol Corridor JPA Director,  
San Joaquin JPA Vice Chair

**Opening Remarks 9:15am**

Hon. Jim Spering, Capitol Corridor JPA Chair

**Session 1 9:30am**

**California Rail Modernization**

Jeff Morales, CA High-Speed Rail Authority  
Stacey Mortensen, San Joaquin Regional Rail Commission  
Don Sepulveda, LA Metro  
Paul Dyson, RailPAC

**Session 2 10:30am**

**Aligning Funding with CA Rail Services**

Josh Shaw, CA Transit Association  
Mark Watts, Transportation California  
Art Guzzetti, APTA

**Session 3 11:30am**

**Federal and State Legislative Challenges and Opportunities**

Hon. Roger Dickinson, State Assembly #7  
Hon. Mariko Yamada, State Assembly #4  
Staff from U. S. Representatives Matsui and Garamendi

**Lunch Break (lunch to be provided) 12:00pm**

**Session 4 12:30pm**

**Vision Plans for Intercity Passenger Rail Corridors**

Policy Roundtable  
Hon. Hannah-Beth Jackson, State Senate #19  
Hon. Fred Strong, LOSSAN JPA  
Hon. Steve Cohn, Capitol Corridor JPA  
Hon. Henry Perea, San Joaquin JPA Vice Chair  
Hon. David Potter, Coast Rail Coordinating Council, Chair

**Session 5 1:30pm**

**Station Area Development Plans**

Charlie Bryant, City of Emeryville  
Hon. Steve Cohn, Capitol Corridor JPA  
Don Sepulveda, LA Metro

**Session 6 2:15pm**

**Development of Advocacy Plans and Next Steps**

Strategy Roundtable  
Hon. Jim Spering, Capitol Corridor JPA Chair  
Hon. Fred Strong, LOSSAN JPA  
Hon. Steve Cohn, San Joaquin JPA Vice Chair  
Hon. David Rogers, San Joaquin Valley Rail Committee  
Hon. David Potter, Coast Rail Coordinating Council, Chair



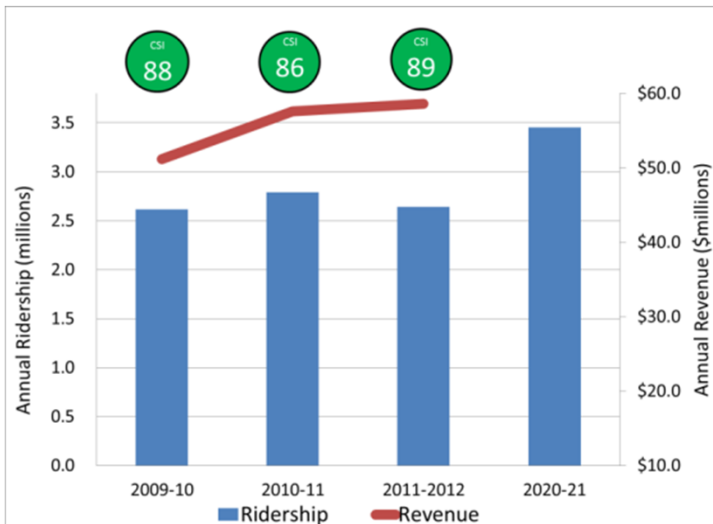
# California's Intercity Passenger Rail Program

- *Creating Jobs*
- *Supporting Regional Economies*
- *Improving Air Quality*
- *Enhancing Mobility*



April 2013

# Record Ridership and Revenue



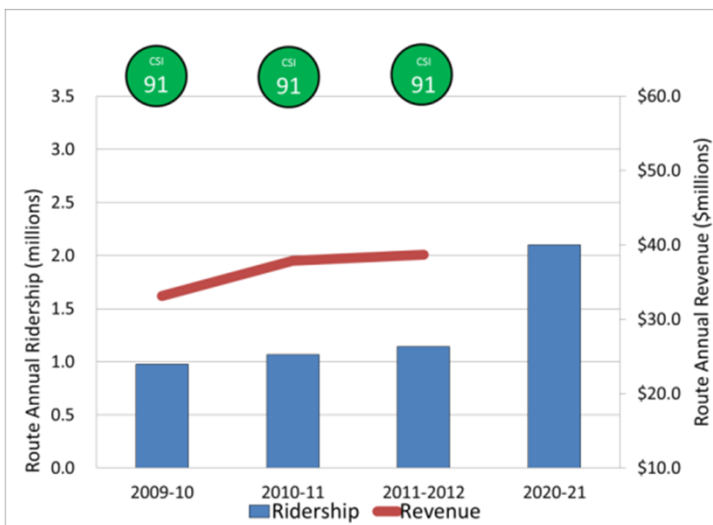
## Pacific Surfliner

- San Diego, Los Angeles, San Luis Obispo (LOSSAN Corridor)
- 351 miles
- Amtrak’s 2nd Busiest
- 2.6 million annual riders
- \$59 million annual revenue
- 89 overall customer satisfaction index
- VMT reduction of 168 million miles
- CO<sub>2</sub> emissions reduction of 54 million pounds.



## Capitol Corridor

- Sacramento, Oakland, San Jose
- 170 miles
- Amtrak’s 3rd Busiest
- 1.8 million annual riders
- \$30 million annual revenue
- 91 overall customer satisfaction index
- VMT reduction of 84 million miles
- Net reduction in CO<sub>2</sub> emissions of 15 million pounds.



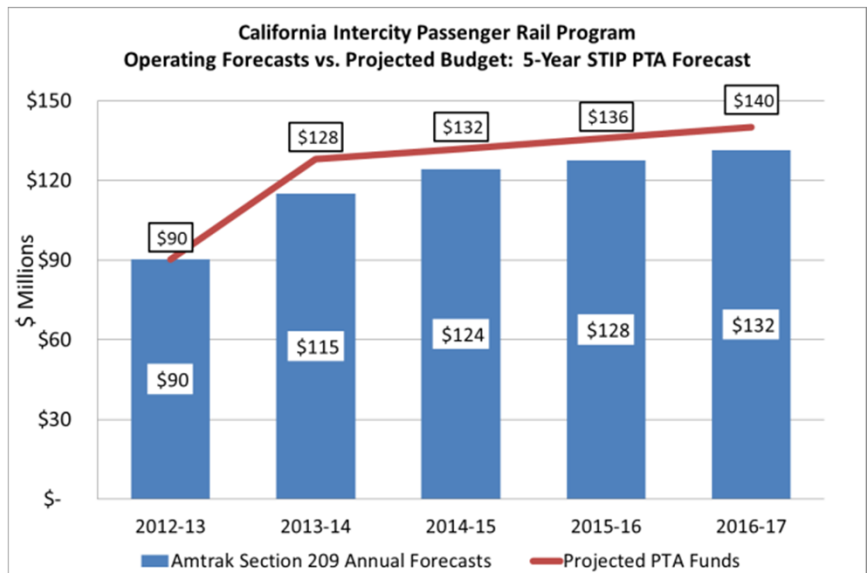
## San Joaquin

- Sacramento, Oakland, Bakersfield
- 365 miles
- Amtrak’s 5th Busiest
- 1.1 million annual riders
- \$39 million annual revenue
- 91 overall customer satisfaction index
- VMT reduction of well over 100 million miles
- Net reduction of CO<sub>2</sub> emissions of 24 million pounds.

# Key Statewide Priorities

## 1. Continued State Operations Support

- Section 209 of the Passenger Rail Investment and Improvement Act (PRIIA) of 2008 requires states to fund a larger share of costs starting in FY2013-2014.
- Based upon the California Transportation Commission’s (CTC) 2012 State Transportation Improvement Program (STIP) fund estimate, Public Transportation Account (PTA) funds are reserved for intercity rail operations and these Section 209 costs.
- Total FY 2013/2014 funding need is \$115 m.
- Any cost savings should be reinvested into service improvements.
- Service expansions and extensions funded through additional PTA line item.



## 2. Capital Funding Program

- New Equipment: \$42 m in State 1B Transportation Bonds is leveraging \$168 m in federal capital grants and another \$500 m in orders from other states.
- Overall, nearly \$400 m secured in federal capital grants for equipment, capacity, and station improvements.
- State matching funds limited to one-time bond measures (Propositions 1A, 1B).
- Recurring capital revenue source is needed to sustain program’s success.
- Reductions in VMTs and CO<sub>2</sub> emissions justify eligibility for future cap and trade revenues.
- Estimated 10-Year Capital Programs shown.

Corridor	10-Year Capital Program
Pacific Surfliner	\$1,565 m
Capitol Corridor (CC)	\$952 m
San Joaquin	\$725 m
Coast Rail ( <i>emerging</i> )	\$325 m
CC to Salinas ( <i>emerging</i> )	\$186 m
<b>Total Program</b>	<b>\$3,753 m</b>

# California Intercity Rail Corridor Agencies

For More Information:



Capitol Corridor:  
 David Kutrosky  
 Managing Director  
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